

SHIP DISPOSAL PROGRAM TOW PREPARATION RESPONSIBILITY FOR OBSOLETE SHIPS

Provide and/or Install as indicated:

1. Schedule Ship movements –Fleet and Contractor (only on Tuesdays, Wednesdays, Thursdays –not weekdays before or after Federal holidays or on published fleet “black-out” days)
2. Sounding of tank liquids –Fleet
3. Tank sounding verification –Contractor
4. Internal tank surveys –Contractor
5. Ballasting for tow and adjust mooring lines while ballasting –Contractor
6. All regulatory and insurance requirements documents –Contractor
7. Contingency response plans and equipment for beyond Fleet boundary –Contractor
8. Towing equipment for the intended tow –Contractor
9. Secure loose items for sea –Contractor
10. Removal of Government equipment/material –Fleet
11. Safety, support escorts and power –Fleet (unpowered rows may need contractor supplied generators)
12. Shaft and rudder locks –Fleet/Contractor (Fleet provides if locks are readily available and preinstalled, Contractor provides if locks are not readily available)
13. Disconnecting from moorings –Fleet
14. Housing anchors –Fleet (anchor availability is not guaranteed .Fleets reserve the right to keep one of two bower anchors with its complement of chain; sometimes the ability to retrieve anchors is not possible because of faulty windlasses or other reasons.)
15. Fleet crane support –Fleet (Fleet crane availability is not guaranteed; it’s best to state the need in the original schedule; verify the request with a minimum of 24 hours advanced notice)
16. Ten (10) line handlers for departure assistance and re-securing row –Contractor
17. Assist tugs –Contractor (the number and time needed as necessary to open row, remove ship from row to anchorage boundary and close row)

Responsible Parties:

Contractor –is the ship disposal contractor and any of it subcontractors.

Fleet –is the fleet anchorage organization as supported by its region office.